

## CONFER ON NEW UNION STATION

(Continued From First Page.)

The railway presidents taking part in the conference scattered in different directions just after midday. Mr. Finley, Mr. Thom, Mr. Harrison and others going North in private cars attached to the 3:30 P. M. Richmond, Fredericksburg and Potomac train. Mr. Johnson left for his home in Norfolk, and was accompanied part of the way by Mr. Stevens, who will spend the week-end at his country place near Clifton Forge. Mr. Emerson and Mr. Kenly went South, and Mr. Harrison returned to Norfolk.

The Union Station. While no definite statement was authorized in regard to station plans, it was admitted that there had been more or less discussion of the local situation. In advance of a definite statement of the special committee of the City Council, which is called to meet on Thursday night at 8 o'clock, the railway presidents did not desire to talk for publication.

The attitude of the Chesapeake and Ohio and Seaboard Air Line, joint owners of Main Street Station, was clearly explained, however. They were glad to have the other roads of the city come in with them on the same basis that the two roads now own and operate the station for their joint use. Surveys have been made and level taken, and it is reported by the engineers of those companies to be an entirely practicable and feasible proposition from an engineering standpoint. Main Street Station can be enlarged in both directions—South to Eleventh Street on the west, and to the Railway Y. M. C. A. or even to Seventeenth Street on the east, thus giving ample room for expansion.

**Scheme Is Practicable.** Levels have been taken showing how Southern Railway passenger trains might enter Main Street Station by a slight rearrangement of the present bridge over the river, crossing Fourteenth Street along the property of the company overhead, and entering a new wing of Main Street Station just west of the tracks of the Seaboard Air Line. By double tracking the Seaboard Air Line trestle and greatly enlarging the track space in the train shed, provision could be made for having both Atlantic Coast Line and Norfolk and Western trains enter the station over the Seaboard bridge from South Richmond, while Richmond, Fredericksburg and Potomac trains and Atlantic Coast Line trains going North would follow the present right of way of the Seaboard Air Line from Main Street Station to Acacia, and the T. F. and P. might then, if it so desired, arrange for a small uptown station on the north side of Broad Street, for local and West End travel.

**Gives Ample Room.** By extending the space of Main Street Station both east and west, ample provision would be made, it is stated, for waiting-rooms, ticket offices, restaurant, lunch room, and other features of a modern and complete union passenger station. Transferring from one road to another could be done without leaving the train level on the second floor.

Provision has also been suggested for a street car loop out West Seventeenth Street, from Main to Franklin, or to the alley behind the Railroad Y. M. C. A., crossing westward under the train shed to Fifteenth Street, and back to Main, thus giving ample opportunity for turning cars in any direction, and for banking them in time of large excursions during big conventions or other occasions of special traffic rush.

This is what the Chesapeake and Ohio and Seaboard Air Line will have to offer, and they back it with the statement of their engineers, who have made careful surveys and examined the various levels and grades, that the plan is in every way feasible, and will provide ample room for a big modern union station, ample to the needs of the city for many years to come.

**West End Plans.** The Richmond, Fredericksburg and Potomac and Atlantic Coast Line are reported to look unfavorably on the idea, and, if possible, will carry out Mr. White's suggestion of a West End station. The certain factors at present are that the Southern Railway expects to make arrangements to enter Main Street Station, abandoning its Fourteenth Street station because of its inaccessibility; that the Chesapeake and Ohio and Seaboard Air Line have no intention of giving up Main Street Station.

## Safety

It should be a source of comfort to you to know that the water you drink is SAFE. Every precaution for sanitary handling is taken at our spring and bottling house that

## Broad Rock Water

may reach YOU

Wonderfully Pure

tion, where they have already a large investment, and where they contemplate considerable improvements; and that Byrd Street Station, on South Seventh Street, is soon to be abandoned. Surrounded by freight yards and without direct street car facilities, it is becoming more and more inadequate and difficult of access, the recent purchase by the Atlantic Coast Line of a large block of property in the vicinity leading to the belief that a great freight center is to be established between Seventh and Eighth Streets, from Byrd Street to the river; much of the property being already crowded with the tracks of the Atlantic Coast Line freight yards.

**Perpetual Franchise.** Some weeks ago President White, of the Richmond, Fredericksburg and Potomac Railroad Company, appeared before a subcommittee of the Council resolution requiring the company to remove the tracks now blocking the westward development of Broad Street. Mr. White told the committee that his company was seriously considering a new station plan, suggesting as his own desire a great million-dollar terminal somewhere on West Broad Street for the joint use of the Richmond, Fredericksburg and Potomac and Atlantic Coast Line. Mr. White said that the ground then that, while the Council might order the removal of the second or shifting track in Broad Street, it could not interfere with the perpetual franchise of the connection, as proposed, which operated a single track railroad from Elba to Byrd Street Station, and which is owned independently by Philadelphia parties not connected with either the Richmond, Fredericksburg and Potomac, or the Atlantic Coast Line.

**May Order Tracks Underground.** Since that meeting City Attorney Pollard has given a written opinion to the effect that while this is a perpetual franchise, the city may regulate the manner of its use and operation, and under recent decisions of the United States Supreme Court, in the Grand Rapids case, might order the entire use of the tracks underground, as proposed, and the connection, as proposed, would effectively dispose of any objection raised by the connection company, and open the way either to the joint use of Main Street Station, as proposed by the Chesapeake and Ohio, or to the erection of a West End station, as suggested by President White, trains to and from the South to use the Belt Line tracks beyond the city limits.

At the initial meeting of the special committee on union station last week, Mr. Pollack told of the statement of Mr. White to the Street Committee, and suggested that he be invited to amplify his remarks.

**Conference Next Week.** The special committee would not consider the plans of a single road, however, and invited presidents of all steam roads entering Richmond, or their official representatives, to attend the meeting next Thursday night to confer as to a general union passenger station. Of the special committee, Mr. Pollack alone seemed wedded to the two station idea. Other members of the committee had been informed that Mr. White's main dollar West End station had dwindled down to a mere rebuilding of Elba on the north side of Broad Street for \$20,000 or \$40,000, thus avoiding the necessity of having so much to do with a cross Broad Street grade, and making a makeshift arrangement for the next five or ten years, without the abandonment of any of the so-called perpetual rights or the removal of the single track along Broad and Belvidere Streets, and without considering the plans of a single road.

Mr. White stated this morning that the body of the man who was buried was one of the most beautiful and picturesque he had ever seen. It was known as the "Carnegie," and was found to be in a remarkable state of preservation. The skeleton was said to be almost intact in the wood coffin in which the body was interred.

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**SENTENCED TO DEATH.** Speedy Trial of Negro Who Attacked Six-Year-Old Girl. [Special to The Times-Dispatch.] Alexandria, Va., May 30.—Tried, convicted and sentenced to death within eight days after his crime was the speedy justice meted out to Benjamin Bailey, colored, twenty-three years old, convicted to-day in the Circuit Court of Fairfax County by a jury of criminals attacking Mary Pollin, six years old, daughter of Gabriel Pollin, which occurred May 22 near Great Falls. The case occupied only two hours of the court's time. Bailey's victim was the principal witness against him. Bailey denied the charge, although his testimony was badly shaken on the stand. The jury was out twelve minutes. The court sentenced Bailey to be executed July 11. This speedy trial probably was never before equaled in Virginia.

**Slaven—Brent.** [Special to The Times-Dispatch.] Fredericksburg, Va., May 30.—Raymond G. Slaven, of Detroit, Mich., and Miss Annie May Brent, of this city, went to Alexandria and were married there yesterday in Christ Church. Rev. W. J. Morton performed the ceremony. Mr. Slaven is an electrical engineer, formerly of Washington. The bride has many friends in this city. Mr. and Mrs. Slaven, after a wedding trip to Niagara Falls and other points, will make their home in Detroit.

ceeding the city's right to order the connection company to place its tracks underground. With a view of forestalling the committee on union station, scheduled for next Thursday night, Mr. Pollack has called the subcommittee on removal of tracks from West Broad Street for next Wednesday afternoon.

**REMAINS NOW REST ON VIRGINIA SOIL.** (Continued From First Page.) ever by the side of those of his illustrious son. "Light Horse" Harry Lee, the "Cleric of the American Revolution," the commander of the finest corps that made its appearance in the Revolution, the friend and counselor of Washington and Lafayette, delegate to the Continental Congress in 1788, Governor of Virginia 1792-95, mover of the historical resolution, "These United Colonies are and of right ought to be free and independent States," Major-General U. S. A. War 1812, died March 25, 1813, Cumberland Island Ga.

What a host of deeds of daring and worth and work of a successful accomplishment his name recalls to the student of American history. "In honor of the memory of this distinguished patriot of the Revolution, it is ordered: "First, The flags, State and national, will be displayed at half mast from sunrise to sunset to-morrow. "Second, The battalion, with its full complement of officers and will accompany them to their final resting place. By command of Brigadier-General Nicholas. (Signed) "M. P. EDWARDS, Captain and Adjutant V. M. I."

**Memory Honored at Lynchburg.** [Special to The Times-Dispatch.] Lynchburg, Va., May 30.—The remains of General Henry Lee, known as "Light Horse" Harry Lee, of Revolutionary War fame, and father of General Robert E. Lee, which have been interred for ninety-five years on the coast from Ferdinand, Fla., were brought to Lynchburg this morning on the 4 o'clock train this afternoon for reinterment in Lexington in the Lee Mausoleum at Washington and Lee University.

The remains were accompanied from Rockbridge, chairman of the Joint John O. Daniel, of Westmoreland, and Senator John M. Hart, of Roanoke, and the party, but he was unable to go, and his place was filled by Senator Hart.

The party left Brunswick Wednesday afternoon at 2 o'clock, and departed from the island, which had been the resting place of the remains since they were brought here in 1818, in charge of the arrangements. The remains were found to be in a remarkable state of preservation. The skeleton was said to be almost intact in the wood coffin in which the body was interred.

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## FARMERS GATHER AT ALL-DAY PICNIC

Given at Model Farm at Ivor to Families of Southampton and Adjoining Counties.

[Special to The Times-Dispatch.] Ivor, Va., May 30.—Proper fertilization of land to increase production; more conveniences in the homes on the farms to lighten the labors of the women; encouraging young men and women to remain on the farm by giving them social centres; the work of the State Department of Agriculture in scattering information beneficial to the farmers, and the work of the State Department of Health in safeguarding the health of the farmer, as well as the residents of cities, were the subjects emphasized by speakers to-day at the first annual May picnic, given the farmers of Southampton and adjacent counties at the model farm of the Norfolk and Western Railway, located here.

Upward of 300 farmers, including their families, accepted the invitation of the Norfolk and Western Railway to the picnic, and there were people from as far East as Norfolk and as far West as Radford. The day was pleasant, and the hundreds of visitors spent the morning viewing the places of interest about the noted Ivor farm. At noon luncheon was served on the lawn, and it was a typical country luncheon topped with ice cream, coffee and lemonade.

President L. E. Johnson wired his regrets that he was detained in Philadelphia, and could not be present; Hon. J. D. Eggleston, the newly elected president of V. P. I., was detained on account of illness, as was also C. P. Guizard, county demonstrator. Judge George E. Caswell, of East Radford, was the first speaker. He paid a tribute to the flag draped over the porch, complimented the beautiful women and gallant men of this section, and urged that all the farmers "get together" in social gatherings in sympathies and in efforts to better their farm work conditions. He emphasized that no county was better than its people make it, and no worse than they permit it to be.

He urged the importance of the ballot in bringing about needed reforms, and told the farmers that the character of the man they chose to make the laws was clearly up to them, as the women had no voice in the ballot. He said the high cost of living was due to extravagance. Buying an auto when not able to afford a spring wagon was cited as one cause of high living. Economy, the speaker said, should not be practiced to the point of stinginess, but economy was the life of the farmer. He said the nation. He denounced class legislation, and urged that the farmers get together in all progressive things and not to turn a deaf ear to suggestions made by the State Department of Agriculture, although they may be untried and of the progressive order.

Other speakers were T. O. Sandy, the exponent of concentrated farming, who urged the making of greater conveniences in the farm homes; George W. Kolner, Commissioner of Agriculture, who said the department was always willing to answer all questions made by farmers, and eager to co-operate with the farmers in bringing about greater production and better conditions among the farmers. He said the most encouraging thing to him was the fact that Virginia leads all Southern States in the number of farmers who own their own property. J. S. Cates and Dr. A. S. Freeman also spoke, the former on social communities to brighten the life of the country boys and girls, and the latter on the work being done by the State Health Department in eradicating disease and improve the health of the State.

Music was rendered by the Ivor Band.

**Bourne—Newton.**

[Special to The Times-Dispatch.] Fredericksburg, Va., May 30.—Herdon Bourne and Miss Agnes Newton, Thursday evening, were united in marriage at the residence, on Washington Avenue, of Rev. R. A. Williams, D. D., who performed the ceremony.

**MOTHER GRAY'S SWEET POWDERS FOR CHILDREN.** A Remedy for Feverishness, Constipation, Stomach Troubles, Sore Throat, Croup, Whooping Cough, Measles, and all the ailments of childhood. They break up colds, loosen the bowels, and soothe the throat. Don't accept a cheap imitation. A. S. OLMSTED, Le Roy, N. Y.

**Mark well this truth: If you drink**

**White Rock Water** you'll live years longer. Your physician will tell you so.

**V. V.'s Eyes** By Henry Sydnor Harrison, Author of "Queed" \$1.35

**Inside the Cup** Winston Churchill. \$1.50 On sale May 28. Phone Madison 3298 and we will deliver same to you. HUNTER & CO., INC.

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